

# Washington State Bicycle and Pedestrian Advisory Committee Meeting

Saturday, March 8, 2003

9:00am – 3:30pm

Bothell Community Center

9929 NE 180<sup>th</sup> Street

Bothell, WA 99207

## Meeting Summary

### Attendance

#### BPAC Citizen Members:

Mark Semrau, Chair - Snohomish, Skagit, Island, & Whatcom Counties  
Todd Smith, Vice-Chair - Adams, Okanogan, Douglas, Chelan, & Grant Counties  
Ernie Grillo, Past Chair – King County  
David McCulloch -Clallam, Jefferson, Grays Harbor, Mason, Thurston, Kitsap, & Pierce Counties  
David Levinger -Statewide Pedestrian Representative  
Jennifer Campos -Pacific, Lewis, Wahkiakum, Cowlitz, Clark, Skamania, & Klickitat Counties  
Joseph Johnson - Adams, Ferry, Stevens, Pend Oreille, Lincoln, Spokane, & Whitman Counties  
Greg Pezoldt - County Government Representative

#### Members of the Public:

Mel Roberts, Kent Bicycle/Pedestrian Advisory Committee  
Tom Hale, Kent Bicycle/Pedestrian Advisory Committee  
Steve Brown, Tacoma  
Margaret Kitchell, Seattle  
John Neller, Renton  
Barbara Shelton, Issaquah  
Ralph Wessels, Gig Harbor  
Carolyn Bader, Issaquah  
Dennis Newzil, Cascade Bicycle Club  
Karen Bean, Issaquah  
Barbara Culp, Bicycle Alliance of Washington

#### Speakers:

Secretary Doug MacDonald  
Ned Conroy, Puget Sound Regional Council  
Pete Lagerway, City of Seattle  
  
Emily Allen, Bicycle Alliance of Washington  
Ed Barnes, WSDOT Transportation Commissioner  
Dave Olson, WSDOT Design Office  
Pat Moylan, WSDOT NW Region Maintenance Engineer

#### BPAC Ex Officio Members (WSDOT):

Donna Storeide, South Central Region  
Faye Jenkins-Edwards, WSDOT Southwest Region

#### WSDOT Community Partnership Program and Committee Staff:

Paula Reeves, Bicycle and Pedestrian Coordinator

### Introductions

Mark Semrau called the meeting to order at 9:00 a.m.

### Public Comment

From 9:00am to 9:45am, the Committee heard public comment summarized in the following table.

| Name            | City                           | Topic of Public Comment   |
|-----------------|--------------------------------|---|
| Mel Roberts     | Kent                           | State Route 509 – Inclusion of bicycle facilities in final design.  |
| Tom Hale        | Kent                           | State Routes 99 and 900 – Inclusion of bicycle facilities in final design.  |
| John Neller     | Renton                         | Rumble Strips   |
| Barbara Shelton | Issaquah                       | State Route 900 - Inclusion of bicycle facilities in final design.  |
| Ralph Wessels   | Tacoma – Tacoma Wheelmen       | State Route 16 – Accomodation of bicycles during construction and in final design.  |
| Dennis Newzil   | Seattle – Cascade Bicycle Club | Rumble Strips, State Routes 99, 509, 16 and 900, tinted motor vehicle windows, edge markings for steel plates, bike lanes adjacent to on street parking, and the Cascades Regional Bicycle Route Project. |
| Karen Bean      | Issaquah                       | State Route 900 - Inclusion of bicycle facilities in final design.  |

## Approval of Prior Meeting Summary from Prior Meeting

Next, the committee approved the October Meeting Summary without comment.

## Region Updates - All

All the updates distributed at the meeting are available as separate pages. Contact Paula Reeves 360-705-7258 or [Reevesp@WSDOT.WA.GOV](mailto:Reevesp@WSDOT.WA.GOV) to receive copies.

## Pedestrian and Bicycle Traffic Safety and Justice Project - Emily Allen, Bicycle Alliance of Washington

Emily Allen briefed the committee on a project she is managing for the Bicycle Alliance of Washington. The goal of the project is to identify strategies to improve bicycle and pedestrian safety through laws and their enforcement, with emphasis on motorists' actions. She has organized an advisory committee with members from King County Traffic Safety Commission, Feet First, WSDOT, law enforcement, and the public. The group discussed the project and invited Emily to return to a future meeting and brief them on her findings.

## Bicycle and Pedestrian Achievements and Challenges – Secretary of Transportation, Doug MacDonald, Transportation Commissioner Ed Barnes, Peter Lagerway, City of Seattle, Ned Conroy, Puget Sound Regional Council

Committee Member Jennifer Campos posed a question about the December 2002 publication of WSDOT's Gray Notebook that opened this agenda item. She asked why the pedestrian safety segment appeared to be placing blame on the pedestrian by including the information about alcohol involvement in pedestrian fatalities. At this point, Secretary MacDonald started his report to the Committee on WSDOT's achievements and challenges. He pointed out that the discussion resulting from the pedestrian safety segment in the Gray Notebook is a valuable discussion and we will learn a lot from having it. Secretary MacDonald summarized notable projects, program activities, and spending trends. He discussed a recent study supported by FHWA that assessed the status of bicycle and pedestrian policies and programs at all state DOTs. WSDOT met seven of eight performance measures with current pedestrian and bicycle policies and programs. He briefed the Committee on the status of bicycle and pedestrian legislation, and asked the group to discuss what they would like to see in future editions of the Gray Notebook.

- Ernie Grillo and Mark Semrau suggested that information about the disproportionately high number of bicycle and pedestrian fatalities (13%) and the inconsistent portion of total funds spent to improve bicycle and pedestrian safety (1%) be brought out in future Gray Notebook segments.
- Emily Allen suggested that the Gray Notebook report on miles of non-motorized facilities being added over time.
- Several other ideas discussed included general bicycle information, commuting information, and more information about causes of bicycle and pedestrian accidents.

Next, Peter Lagerway, Bicycle and Pedestrian Program Manager for the City of Seattle, discussed some of his accomplishments and challenges. He pointed out that Seattle is starting their 13<sup>th</sup> road diet project this summer. Most of these projects have been very successful in improving conditions for bicycles and pedestrians as well as motor vehicles. Peter said that Seattle has completed about 2/3<sup>rd</sup>s of their core urban trail system and need about \$20 M to finish the final portion. One challenge he is facing is getting right-of-way to complete the projects. He said that in 1989, Seattle was successful in passing an open space bond for \$5.8 M that enabled them to leverage an additional \$15 M in funding for the non-motorized system.

## **Bicycle and Pedestrian Achievements and Challenges (continued)** – *Secretary of Transportation, Doug MacDonald, Transportation Commissioner Ed Barnes, Peter Lagerway, City of Seattle, Ned Conroy, Puget Sound Regional Council*

They passed a similar bond in 2000. Peter also discussed Seattle's very successful and innovative bicycle parking program that provides racks to any business requesting one and installs the racks in public right-of-way. So far, the program has installed 2,000 bicycle racks around the City.

Ned Conroy, Principal Planner with Puget Sound Regional Council (PSRC) completed the panel discussions with a presentation of the role PSRC plays in improving bicycle and pedestrian travel in the region. He pointed out that by 2030, the region is expecting to see 20% of all trips taken by bicycle or walking. He discussed the connection between transit and non-motorized facilities. As transit trips increase, the need to improve non-motorized facilities and connections also increases. Ned discussed the development of the Regional Bicycle and Pedestrian Implementation Strategy adopted by PSRC in July 2002, PSRC's role in developing context sensitive design guidance, non-motorized design guidance, identifying important regional connections that are not included in local plans, estimating demand, and developing and tracking performance measures.

Paper copies of reports presented by Secretary MacDonald and Ned Conroy distributed at the meeting are available as separate pages. Contact Paula Reeves 360-705-7258 or [Reevesp@WSDOT.WA.GOV](mailto:Reevesp@WSDOT.WA.GOV) to receive copies.

## **Rumble Strip Policy and Maintenance Discussion** - *Dave Olson, WSDOT Design Office and Pat Moylan, WSDOT NW Region Maintenance Engineer*

Dave Olson started by updating the committee on the status of the design guidance on rumble strips (Roadside Safety Chapter 700 of WSDOT's Design Manual) and summarized the work of the past months. He reported that WSDOT completed the public comment period and Federal Highway Administration (FHWA) is now reviewing the document. Dave provided the Committee with copies of the relevant pages of the Design Manual, printed copies of the web pages, and a document titled "Role of Bike and Pedestrian Advisory Committee in Evaluation Shoulder Rumble Strips on Undivided Highways". He explained that Committee Members would be contacted by WSDOT when a rumble strip project was being discussed in their region. Joe Johnson offered his recent experience of being contacted by WSDOT to advise the department on a rumble strip pattern for State Route 904. At this point, the group had general discussion of the rumble strip guidance.

- Dennis Newzil raised a question about gaps in the rumble strips for cyclists making left turns.
- Ernie Grillo asked Dave what he would like from the Committee today.
- Dave said he would like support and endorsement if possible.
- Mark Semrau made a motion to **"accept the criteria based rumble strip policy for undivided highways and support the role of the Committee as Dave outlined it"**.
- Todd Smith seconded the motion with a friendly amendment **asking Dave to report back after one year to assess how the process was working**.

The motion carried (all in favor, none opposed).

Pat Moylan talked to the Committee about Briefing Paper #1 Maintenance of Rumble Strip Locations. He said that WSDOT is very willing to work with the Committee to identify locations in need of periodic maintenance due to planned bicycle events, rides or races. He estimated that it costs between \$50 and \$200 per mile to maintain these locations. He explained that it would be difficult, with the current budget, to commit to regular maintenance of these areas. The group had some general discussion on the maintenance of rumble strip locations.

- Secretary MacDonald asked what level of service WSDOT currently provided for shoulders.
- Pat said level of service "C".

## Washington's Bicycle Touring Routes - *Mark Semrau, Committee Chair*

Mark Semrau discussed Briefing Paper #2 Bicycle Route Designation. He explained that the origin of this agenda item was a letter from Whatcom County Bicycle and Pedestrian Advisory Committee requesting the addition of several routes to the state bicycle route system. He described some of the methods for evaluating bicycle routes included in the Briefing Paper. At this point, the group had discussion.

- Mark made a motion to **“adopt a criteria based evaluation method for identifying routes included in the state bicycle route system”**.
- Ernie Grillo suggested that an evaluation of the state bicycle route system should include public opinion as well as technical evaluation.
- David McCulloch agreed with Ernie and recommended getting input from local, county and regional bicycle and pedestrian advisory committees as well.
- Todd Smith seconded the motion.

The motion carried (all in favor, none opposed).

Mark Semrau asked Paula Reeves to develop some preliminary criteria for the Committee to review at their next meeting.

## Bicycle Signage Criteria - *Mark Semrau, Committee Chair*

Mark Semrau discussed Briefing Paper #3 Bicycle Route Signage. He talked about what some other states are doing in relation to bicycle route signage. The group discussed the need to identify the customer and make sure the signage is meaningful.

- Ernie Grillo made a motion to **“develop a pilot bike signage project to guide bicyclists to and from SeaTac Airport.”**
- Mark Semrau seconded the motion.

The motion carried (all in favor, none opposed).

The Committee directed Paula Reeves to contact the Port of Seattle to discuss the pilot project.

At this point, David McCulloch raised the question of closing State Route 167 from State Routes 410 to 512 (approximately 2.5 miles). David reported that he had discussed the closure with the Bicycle Alliance of Washington and some members of the Cascade Bicycle Club and Tacoma Wheelmen. All felt that alternative routes were preferable in this area. The committee members agreed that this was not a safe place to ride.

- David made a motion to recommend closure of this segment of 167 to bicyclists.
- Todd Smith made an alternate motion to recommend that Paula get additional information from the Traffic Office about suggested alternate routes and signage. He also suggested that the committee discuss a criteria based approach for closing state routes to bicycles.
- Mark Semrau seconded the alternate motion.
- Secretary MacDonald commented that he had not been asked about closing this portion of SR 167. He said he did not think that closing state routes to bicyclists was a good policy.

The alternate motion carried (4 in favor, 2 opposed).

## Closing Comments

Several Committee Members suggested that they discuss (1) closing routes to cyclists, (2) the state bicycle touring route system, and (3) opportunities to improve the Department of Licensing Driver's Guide at or before their the next meeting in Olympia in October. Mark Semrau adjourned the meeting at 3:30pm.